TECHNOLOGY DEPT.

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Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

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PUBLIC SEP 16 1927

GENERAL MOTORS NET FOR 9 MONTHS OF 1927 EXPECTED TO EQUAL FULL 1926 TOTAL

NEW YORK, Aug. 3.—Notwithstanding somewhat lower operations at various General Motors Corporation divisions during July, while these divisions were bringing out new models for the new automobile year starting August 1, the corporation's earnings in the current quarter are expected to establish a new high record for the period.

Estimates place net profits, including equities in subsidiary earnings for the three months, July to September inclusive, at between $60,000,000 and $65,000,000, equal after preferred dividends to around $7 a share on the 8,700,000 shares of General Motors common stock.

With the end of the quarter, or the first nine months of the corporation's fiscal year, it is expected that earnings will practically equal net profits of the corporation for the full 1926 year. General Motors last year reported net profits of $186,231,182, which were equal to $21.80 a share on the common stock. This figure does not include about $8,400,000 profit accruing to the Fisher Body minority interests, which was not consolidated with General Motors until after June 30, 1926. Adding these Fisher minority earnings to last year's profits brings the total for the year to around $194,500,000, for comparison with this year's total.

General Motors reported net profits of $129,250,000 or $14.35 a share for the first six months of 1927. The higher estimate for the third quarter of the year would bring profits to within less than

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Big Chicago Rush To Evade Gas Tax

Chicago, Aug. 3.—Chicago motorists raided gas stations on the eve of the enforcement of the 2 cent state gasoline tax last Monday and bought about 3,000,000 gallons of auto fuel, thus saving themselves $60,000.

It was reported that dealers and filling station operators took on full tanks as late as it was possible to get deliveries. That gasoline, bought at the old tank wagon price, is going out to customers this week at a 2 cent advance on the retail price.

KNUDSEN ON WAY BACK FROM EUROPE

Chevrolet Head Visited Foreign Plants and Birthplace

Detroit, Aug. 3.—William S. Knudsen, president and general manager of the Chevrolet Motor Company, is scheduled to return the second week in August from a combined business and pleasure trip to continental Europe, which included a visit to his former home at Copenhagen, Denmark, the Chevrolet Motor Company announced today.

W. S. Knudsen

Mr. Knudsen embarked for Europe late in May, and, according to advices from him, left Copenhagen on July 30 on the Swedish steamer Gripsholm for New York city. The steamer is due at New York about August 10.

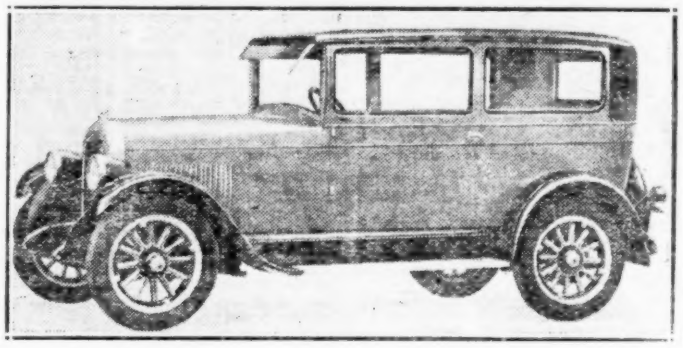
His travels abroad took him to the Chevrolet assembly plants at Copenhagen, Antwerp and Berlin, which, like the American plants, are running at peak production. Mr. Knudsen noted that during the first six months of this year these three plants turned out more units than during the entire year of 1926, thus attesting to the overwhelming favor which Chevrolet is finding among European buyers.

In addition to inspecting these plants, Mr. Knudsen traveled ex-

(Continued on Page 2)

Chrysler Announces Production Of '52' Line, Its Latest Model

CHRYSLER "52" TWO-DOOR SEDAN. One of the outstanding body types in the new series. Cadet visor, military front, vertical ventilating windshield and generous seating space are distinguishing features. Price $735.



Increased Speed, Roomier Bodies Among Features

DETROIT, Aug. 3. — Production of the new Chrysler 52 has been started started here, according to an announcement today by the Chrysler Sales Corporation.

The new model embraces six new body types, each having greater roominess than previous models, with increased speed and unusual luxury in equipment and body lines.

The six new types of Model 52 are listed below:—

Coupe	$725
Roadster (with rumble seat)	725
Two-door Sedan	735
Four-door Sedan	795
Touring	750
De Luxe Sedan	875
The Chassis (with Cowl)	525

Among the features of the new model, according to the manufacturer, are a smooth acceleration from five to twenty-five miles per hour in eight seconds, a road speed of fifty-two miles per hour or better, remarkable riding qualities, exceptional roominess, beauty of external finish and body contour, as well as

(Continued on Page 2)

Reo Shipments in July Top 1926 Mark by 934; 1927 Shows 134% Rise

LANSING, MICH., Aug. 3.—Reo shipments in July totaled 3,713 cars and Speedwagons, as compared with a total of 2,779 for July, 1926.

Passenger car shipments were slightly less than double those of last July while Speedwagon shipments were only slightly higher than in the corresponding month a year ago.

For the seven months of the calendar year, Reo has shipped 20,559 Flying Clouds and Wolverines as compared with 8,792 passenger cars in corresponding seven months of 1925.

This shows an increase of 134 per cent.

In the first seven months of 1927 Reo has shipped more than 25 per cent. more passenger cars than in any full year since 1917, at which time Reo was operating in a much lower priced field.

Operations during August will be at a considerably higher rate than in July, officials of the company state, and according to present indications total shipments this month should run close to 5,000 cars and Speedwagons. This would compare with total shipments of 1,775 units last August.

LONDON RUBBER

London, Aug. 3.—Rubber stocks in London amounted to 63,626 tons July 30, an increase of 807 tons in the past week.

JUNE OIL STOCKS UP

Washington, Aug. 3.—Stocks of all oil increased 4,071,000 barrels in June. Gasoline stocks decreased 4,841,000 barrels in the month, according to the Bureau of Mines.

J. M. CRAWFORD, who has just been appointed assistant chief engineer of the Chevrolet Motor Company. (See story, Page 6.)

Falcon California Sales Going Up

Special from A. D. N. Detroit Bureau

Detroit, Aug 3.—F. H. Akers, general sales manager of the Falcon Motors Corporation, reports that Falcon registrations in California are showing a consistent gain since the car's introduction last April.

In its first month Falcon stood thirty-ninth among fifty makes of cars listed in California; in May it had risen to twenty-fourth, and in June it stood seventeenth in the list. The dealer organization is growing steadily, Mr. Akers says.

Medium Priced American Cars Find Warm Welcome in England; Chrysler, Buick, Essex Outstanding Favorites

LONDON, Aug. 3.—**So vigorous is the demand for motors in Britain that American as well as British makers are doing record business.**

The output of motors in British factories the first six months was about 12 per cent. ahead of the same period in 1926. American car sales in Britain exceed those before the 33 1-3 per cent. McKenna duties were reimposed, and are far ahead of last year.

Several American makes are attracting special attention, notably Buick, Hudson and Essex Sixes, Chrysler, Willys-Overland Whippet and Erskine. Essex sales for the first half year were nearly 4,000, or

(Continued on Page 2)

NASH REPORTS READY RESPONSE TO RECENT "COME DRIVE" OFFERS

Kenosha, Wis., Aug. 3.—The success of Nash's national "Come-Drive Week" was reported as beyond the expectations of the company from early reports received at the Kenosha office. Thousands of persons took advantage of the offer to drive Nashes, officials of the company report.

Some of the larger metropolitan distributors indicated that they would continue the "Come-Drive" demonstrations for another week, because of their enthusiastic reception.

Goodyear, With Factory in England, Expects to Hurdle All Import Duty Barriers; Now 3d in British Sales

LONDON, Aug. 3.—**The decision of the Goodyear Tire and Rubber Company to manufacture in Britain will give new impetus to Goodyear's foreign sales, and brings an important new factor into the British tire business.**

Goodyear already ranked third in volume of tire sales in Britain, and maintained sales despite the duty and the subsequent increase of 10 per cent. in tire prices.

Goodyear's new British works at Wolverhampton will be in active operation by the end of this year or early next, and will have a capacity of 600,000 tires and 600,000 tubes per year, Charles A. Stillman, vice-president of the Akron company, told Dow, Jones & Co.

Goodyear's British plant is being installed in the Macfarlane & Robinson works at Wolverhamp-

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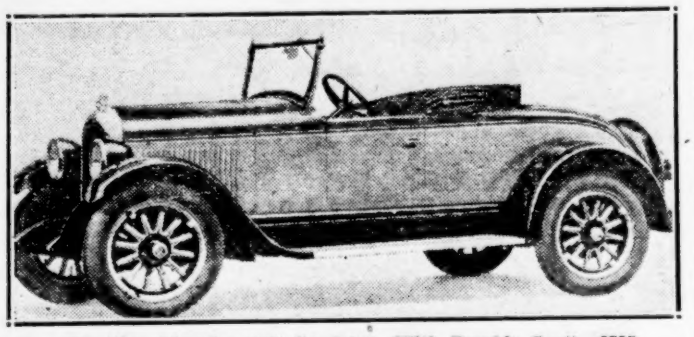
MASSACHUSETTS STOPS ENTRY OF MAINE TRUCKS WITHOUT BAY STATE TAGS

Boston, Aug. 3.—Trucks of more than one-ton capacity entering Massachusetts from Maine from Monday on are given police escort to the registration bureau, there to be impounded or to be provided, at their owners' expense, with Massachusetts registration plates.

The Maine legislature passed a law which became effective July 15, requiring all trucks crossing its borders to bear license plates. Since the Massachusetts laws provide that visiting passenger or commercial cars are only entitled to the rights granted Massachusetts cars in their states, the above action has been taken.

Higher Speed, Low Prices Feature New Chrysler '52'



The New Chrysler "52" Roadster (With Rumble Seat)—$725

(Continued from page 1)

interior beauty and quality in seating equipment and hardware.

Bodies Lengthened

Bodies have been lengthened to afford greater roominess and comfort as well as to improve the external appearance. Lower and more sweeping streamlines have been effected. The use of bullet-type headlamps and the small 20-inch base type wheels, introduced last year by Chrysler, add to the appearance, while the wheels themselves also afford a low center of gravity insuring great riding ease and safety. On the closed models, particularly, a military front and snappy cadet visor make for attractiveness.

Interiors of the new cars make the fullest possible use of the increased space provided by the dimensions of the new model. Visibility is enhanced by using narrower pillars and header boards in the closed cars. Upholstery can be removed for cleaning and replacing. Contour and cushioning of seats have been greatly improved by adoption of the saddle-spring seat cushions.

Body and interior fittings are of unusually fine quality. They include artistic, indirectly lighted instrument panels; hardware of the butler finish, with dome light to match in the sedans; automatic windshield wipers; rear view mirrors; foot rests and robe rails of the latest types.

A new type manifold and other innovations have greatly enhanced the power, speed and smoothness of operation in the stock engine of the Model 52. The announcement, however, features the fact that the new Chrysler high-compression motor announced a few weeks ago under the name of Chrysler "Red-Head" is available for all cars of this model at a slight extra cost. This motor, according to Chrysler engineers, is setting a new mark for motor car performance in power, speed and acceleration.

The stock L-head type engine has a 3⅝-inch bore and a 4⅛-inch stroke. Its rated horse power is 21.03, with an actual of 38. Piston displacement is 170.3 cubic inches. The engine's front end is mounted on a semi-elliptic spring. This is bolted to the gear case cover, with the spring ends resting on the frame cross member, thus literally floating the engine front end in the frame. Rear suspension is by steel brackets riveted to the frame and bolted to the arms on the flywheel housing.

Chassis features include balanced pistons of speciail light aluminum alloy; most modern clutch design; crankshaft, clutch and flywheel balanced to limits of two one-hundredths of a pound; ball bearing king pins; rear axle gears lapped in with an abrasive compound before being assembled, insuring proper tooth contact and freedom from noise; long, flexible springs whose total length is 58 per cent. of the car's length.

Operating gear on the Model 52 is conveniently adapted for the average operator. The steering column and wheel are pleasingly raked, insuring comfort in operation. The wheel is free, smoth and responsive. Brake and clutch pedals are convenient and soft. Efficient brakes insure safety, while the accelerator is so located as to afford the driver the full comfort of the seat.

Bright colors, which featured all models during 1927, have been continued. Each body type has its distinctive color scheme. Smart grays, greens and blues are employed, with beadings, stripings and window reveals in pleasing contrasts.

Knudsen on Way Back From Europe

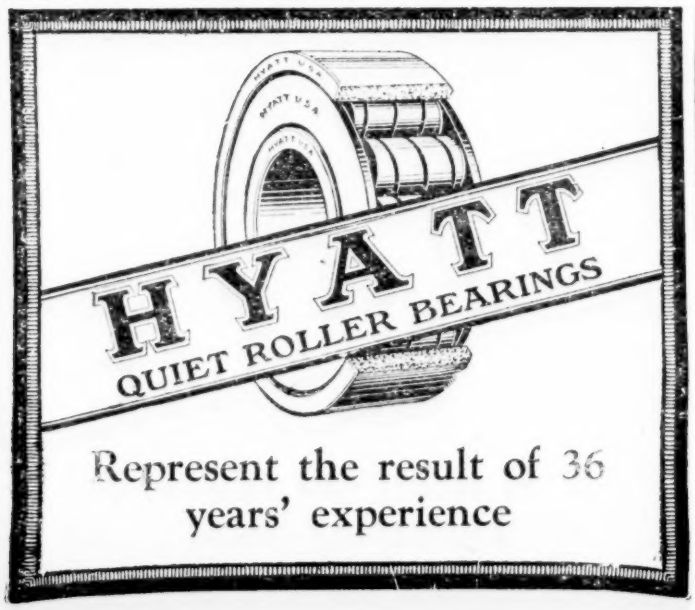
(Continued from page 1)

tensively in Germany, Denmark, Belgium, Holland and France.

His visit to Copenhagen revived memories and associations of his early life, for he was born and reared in this Denmark city. After being educated at the grammar and high school and the government technical school at Copenhagen, he apprenticed himself for a period of four years to gain a thorough knowledge of his trade. At the age of 19 he left Denmark to make America his home.

Mr. Knudsen's advance here was rapid. In 1922 he became associated with the General Motors Corporation, and shortly afterward was made vice-president in charge of operations of the Chevrolet Motor Company. On January 15, 1924, he was elected president and general manager of Chevrolet and a vice-president of General Motors.

Mr. Knudsen is expected back at the Chevrolet executive offices, at Detroit, Mich., by the middle of this month.



Britons Continue To Favor Cars of U. S. Manufacture

(Continued from page 1)

60 per cent. over the same period in 1926. Chrysler sales were nearly 2,000, a gain of 200 per cent. over the first half of 1926.

Buick is the General Motors car best known to European motorists, and is the outstanding favorite in its class, especially in Britain and Germany. Buick sales in Britain show a moderate but steady increase from year to year.

Among moderate powered and priced imported cars the outstanding favorites are Essex and Chrysler. No six-cylinder English car approaches them, either in price or capacity. Chrysler sales this year are increasing at the rate of about 30 per cent. a quarter.

There is a very lively demand for the Whippet and Erskine cars, especially the sedan models. The Erskine five-passenger four-door sedan sells here at £325, and the Whippet four-door sedan at £265. These prices include duty, but are cheaper than any British car in their class. Several popular British cars that are competing successfully with moderate-priced American ones are Clyno, Austin and Standard.

Production and sales at the Ford Manchester works continue to decline. No more old-model passenger cars are being made. Output of Ford trucks is believed to be about 80, against normal capacity of 125 a day.

There is practically no market for high-priced American cars in Britain. Packard is the one exception. Packard expects to sell more cars this year than the 200 in 1925, before the McKenna duties were reimposed.

American cars comprise more than half the total of foreign car imports into Britain. In the first five months 10,648 passenger cars were imported, against 4,039 the previous year in the same period.

Sales of American cars in this market are holding up well and likely to continue high for another month. The reception given the new Ford and Chevrolet models expected at the London October show will influence considerably the volume of American sales next year.

Goodyear Sees Increased Sales In Great Britain

(Continued from page 1)

ton, formerly an enamel works. Its floor space is 175,000 square feet and area of works is 22½ acres. Charles A. Stillman has been in London six weeks concluding the purchase and arranging the new installations. Enlargements and purchase of adjacent property are being made in anticipation of future expansion.

Goodyear ranks third after Dunlop and Michelin in British sales. At present about 50 per cent. of the total tires in Britain are manufactured at home and 40 per cent. imported. Of home tires Dunlop has 85 per cent. of the business, or 51 per cent of total sales. Dunlop at present is believed to be producing about 15,000 tires a day. Wolverhampton Goodyear will start in with a capacity of 2,000 tires a day, or about 7 per cent. of the total British market consumption.

Manufacturing in Britain will put Goodyear at least on a parity with other tire manufacturers here and give it a distinct advantage over companies still obliged to import tires. Some of these at present price levels are selling at a loss.

Michelin and Pirelli also are starting factories in Britain. The Michelin works will be in operation in a month or two, and the Pirelli some time next year. Michelin has a momentary advantage in that it imported a large quantity of tires in anticipation of the duty.

American Goodyear actively is pushing expansion abroad. The Canadian plant has been working full time, partly to meet demands for the British market. Odd sizes and some specialties have been supplied Britain from the Akron main plant.

An Australian plant with a capacity of 1,100 tires and as many tubes a day was started by the company late last fall. It will be in operation in about two months.

SPARKS from DETROIT

Detroit Turns to Buses

* * *

Michigan Makes Progress

* * *

Xavier Kessler Gone

* * *

Fisher's Golf Course

Walter Boynton—Detroit Editor

BY ACTION of the Council, from twenty to twenty-five single-deck buses will be rented from the Detroit Motorbus Company and put into service along 14th Street, north of the Boulevard, to serve that section of the city. Apparently the Department of Street Railways finds it cheaper to rent (or buy) buses than to extend existing trolley facilities. The motor bus has fully demonstrated its value as a means of urban transportation in Detroit, under both private and municipal ownership.

* * *

Michigan's status as an industrial commonwealth is shown by figures touching the growth of her older plants and the establishment of many new ones. Since the first of the year 1,145 organizations, with an aggregate capital of $89,356,000, have been formed and 292 firms, already established, increased their capitalization by $153,000,000. In the same period 173 foreign corporations were licensed to do business here; their combined capitalization is $198,410,000.

This combined total of $441,322,000 is being employed today in expanding the industrial facilities of Michigan. Nearly 56 per cent. of the new companies are located in Detroit. Real estate firms led the field in number, with building and contracting firms second and automobile and accessory manufacturers and dealers third. Oil handling companies, tool and machinery manufacturing and distributing organizations, new financial companies and firms making and handling furniture are well up in the list.

* * *

XAVIER KESSLER, head of the Kessler Sales and Service Company, Chevrolet dealer, is dead at 61. He was one of the oldest dealers on the Row and was known to almost everybody in the retail end of the automotive industry here. His connection with retailing began twenty years ago, when he started as a dealer in used cars, and this business he followed for eleven years. In 1921 he organized the company bearing his name for the sale and service of the Chevrolet.

* * *

Divco-Detroit Corporation has completed its factory arrangement and equipment, and is now in production on the Divco truck, a three-point driver control light delivery vehicle.

* * *

Report by the Wayne county road commissioners shows that in the month of June the commission laid 235,108 square yards of nine-inch concrete road, in conjunction with the state highway department. This is the largest yardage of concrete road ever laid in one month in Wayne and brings the total laid in the first six months of the year up to 625,264 square yards.

This total represents 20.81 miles of new concrete highway and 22.81 miles of widening. June's mileage totaled 11.12 miles of new road and 3.61 miles of widening old concrete road to the ultimate minimum width of forty feet of concrete. Practically every section of the county has benefited by improvements in the concrete highways.

Six bridge projects are under way and about 50 per cent. completed, and eight grade separation operations are from 25 per cent. to 95 per cent. completed.

July road building under present schedule will surpass June's high mileage.

* * *

COST of living in Detroit, according to the report of the Department of Labor, is falling faster than that of any other American city. There is still room for improvement, with all due respect to the government's figures. It costs 82.7 per cent. more to live here than it did in December, 1924, and most of us continue to feel the effect of the higher prices, in spite of a 22.4 per cent. reduction since June, 1920. Right now increases stand as follows: Food, 65.2 per cent.; clothing, 68.3 per cent.; housing, 89.6 per cent.; fuel and light, 73.4 per cent.; house furnishing goods, 86.8 per cent.; miscellaneous, 125.1 per cent.

* * *

Lawrence P. Fisher, president of Cadillac Motor Car Company, and a vice-president of General Motors, has had a miniature nine-hole golf course built on his grounds at

(Continued on Page 3)

Activities Along Motor Row in San Francisco

By EMIL REINHARDT

SAN FRANCISCO, Aug. 3.—No end of interest is being shown in the many new motor cars which are now being displayed on automobile row here. Buick, Nash, Reo, Chrysler, Hudson and Essex and Locomobile are all getting their share of attention.

The row is a beehive of activity. Prospective purchasers are swarming in and out of the various salesrooms making comparisons of prices and what the various manufacturers have to offer in the way of new features. Not since last February when the eleventh annual Pacific automobile show was held here has there been such keen interest shown on the part of the public in motor cars.

The public is fickle and likes to compare them all before buying. The dealers who have the live and wide awake sales forces will cash in on this golden opportunity. As the purchaser says, "They are all built pretty good today," so each and every dealer has a chance. The factory builds the product and it's up to the dealer to sell it.

From present indications the last six months of 1927 will be the biggest half of the year. Dealers here are certain that more deliveries will be made during this period because of the long winter and slowness of pickup in the automobile business.

Roy B. Alexander, a well known figure in San Francisco automobile circles and for the last three years president of the Chandler-Cleveland Motor Car Company, has been named general manager of the Stanley W. Smith, Inc., Hudson-Essex distributor for Northern California. Alexander was at one time associated with the H. O. Harrison organization when this firm was merchandising the Hudson-Essex line.

T. J. O'Rourke, passenger car sales manager of the Pierce-Arrow Motor Car Company, has been in this city making a survey of sales conditions for his company.

O'Rourke, while here, will be the guest of the Pierce-Arrow Pacific Sales Company, distributor for the Pierce-Arrow line in northern California.

Indications are, according to O'Rourke, that the last half of 1927 will surpass by far the first half so far as the automobile business is concerned.

NEW SPEED CLIMB

St. Louis, Aug. 3.—In a speed test up Lookout Mountain, near Denver, Col., recently a stock Moon six-sixty roadster driven by Norman D. Folkrod, distributor, made the six miles from base to summit of the mountain in high gear in twelve minutes flat, establishing what is believed to be a record on this mountain for cars equipped with motors of 185 cubic inch piston displacement.

SPARKS

(Continued from Page 2)

Grayhaven. The course is measured in feet instead of yards and the "footage" is 227, with a par of 20. The game consists in short pitch shots and the course was formally opened by a match between Tommy Armour and Walter Hagen. The two champions played eighteen holes and Hagen won by three strokes. The course is said to be one of the trickiest, in spite of its short length.

* * *

Plans of Detroit's Council for relieving the congestion of traffic include barring intercity buses from the streets, within the mile circle, and the establishment of an east side and a west side terminal; to and from passengers will be required to travel when they use the buses. Definite action will be taken by the city fathers as soon as a list of available bus terminal sites can be secured.

* * *

Steel has been made for 10,000 years, according to scientists, and was naturally first used in weapons. The steel we use today is infinitely better—and the uses to which it is put are infinitely better, too.

BOSTON WILLYS-KNIGHT WHIPPET DEALERS HOLD ANNUAL SUMMER OUTING

Boston, Aug. 3.—The annual outing of the Boston Metropolitan Willys-Knight and Whippet Dealers' Association was held yesterday at Pemberton Inn, Hull. F. L. McNulty, manager of the wholesale department of the Willys-Overland Company, was in charge of the meeting, to which every executive and sales organization was invited.

The party left Kenmore station at 1 in the afternoon by automobile. On arrival at the beach, there was a series of athletic games, consisting of fifty and a hundred yard dashes, broad jump, obstacle race, sack race, fat men's race and a three-legged race. A tennis tournament was also part of the sports program. Herbert G. Fitch, New England branch manager, was the principal speaker at dinner.

FLORIDA GAS TAX

Tallahassee, Fla., Aug. 3.—Florida's 4-cent tax on gasoline yielded $823,315.55 in June. July collections were on a basis of five cents a gallon, a legislative act of 1927 having added one cent to the tax for support of the educational institutions of the state.

New Dealers

PAIGE

Detroit, Aug. 3.—The Paige Detroit Motor Car Company has appointed new dealers as follows:—

Austin Garage, Fort Collins, Col.; Blythe's Garage, Lanham, Md.; L. P. Balliger, Telluride, Col.; Roth and Glatiotis, Camrose, Alta.; Coleman Trading Company, Coleman, Alta.; P. Lecuyer, High River, Alta.; W. C. Ebbert, Nanton, Alta.; J. M. Scott, Pincher Creek, Alta.; M. W. Ernst, Arrowwood, Alta.; Charles C. Spies, Pelican Rapids, Minn.; Ployhar Motor Company, Valley City, N. D.

J. N. Beckedahl, Sherwood, N. D.; George Homrighouse, Putnam, Ill.; E. J. Wahl Company, Ann Arbor, Mich.; Wallace & Wilson, Van Wert, O., North End Garage, Cumberland, Wis.; Max Grossinger, 3009-19 Lawrence Ave., Chicago, Ill.; Marietta Paige Company, Marietta, O.; V. F. Emley, Mason, O.; Bettger and Hamm, Rosthern, Sask.; J. E. C. Bourk, Sprink Water, Sask., and Don L. Hollingsworth, San Diego, Cal.

LOIS McCORD GOOD holds the honor of being the first woman to greet customers in the capacity of sales woman for Peerless cars. She joined the staff of the Carlock Motor Company of Wichita, Kan., last week.

A GENUINE BIRTHDAY PARTY, with candle cakes, white dresses, red ribbons and all, was tendered to the 1-year-old baby Whippet at the Willys-Overland, Inc., factory branch at Philadelphia last week. The birthday party also honored the remaining 110,000 Whippets sold throughout the country during the first year of the car's existence. The Philadelphia branch has shown a sales gain, of 60 per cent. over last year.

HUDSON-ESSEX FIRM HAS ANNIVERSARY

Sacramento, Cal., Aug. 3.—Arnold Brothers, Inc., celebrated their first anniversary as distributors of Hudson-Essex cars in this territory recently when the firm was host to sixty Hudson dealers and salesmen at a banquet.

H. D. Arnold, general manager of the firm, presided, and the speakers included Fred Renstrom of the firm of Heyer & Renstrom, Oak Park dealers; C. K. Heffren, wholesale manager for Arnold Brothers, and J. D. Borden, district representative for the Hudson Motor Company.

HAS FORTY-THREE DEALERS

Evansville, Ind., Aug. 3. — The Wabash Valley Motor Company totals forty-three dealerships now in operation in southern Indiana and Illinois and western Kentucky, with the appointment of the newly organized Murray Hudson-Essex Company at Murray, Ky., and Herr Brothers, Newburgh, Ind., as Hudson-Essex dealers.

KENTUCKY BUS ASSN. ELECTS NEW OFFICERS

Pineville, Ky., Aug. 3.—At the two day convention of the Kentucky Bus Association here, which was reported last week in the Automotive Daily News, the following officers were elected for the coming year:—

G. B. Powell, Louisville, president; Guy A. Hulmelet, Lexington, re-elected secretary; R. S. Webb, Jr., Lexington; F. W. Dempsey, Erlanger; Ed Polhamus, Ashland, were elected vice-presidents. R. B. Keenon, Lexington, attorney, and the following directors: Ralph Tranner, W. D. Scalp Joe Carty and Arthur Kinser, Pineville; H. C. Barnes, Lexington; T. B. Rose, Glasgow; Herman White, Williamsburg; Roy Smith, Greenville; N. B. McGraw, Madisonville; Tom Swope, Winchester, and R. D. Smith, Somerset.

TEXAS COMMISSION TACKLES BUS MAZE

Advance Guard of Protests Promises Merry Sessions for All

Austin, Tex., Aug. 3.—The motor bus division of the Texas Railroad Commission, created by the last Legislature to regulate and control the operation of motor trucks and buses within the state, has a merry time ahead of it in deciding what companies shall be entitled to use of the state highways and under what conditions. More than 130 protests have been received in advance of the first hearings and more will likely be filed.

The first hearing has been set for August 15, and much importance is attached to it as it involves original and highly important questions of public policy. Among these is whether electric lines shall be granted permits to operate bus lines paralleling their own lines and in competition with bus lines that have been in operation for some time. It is recognized that once a precedent is established as to this and other questions the future course of the decisions will likely follow.

The electric lines are proposing to inaugurate their own bus lines and by protests are seeking to drive established bus service from the highways in the territory in which they operate, according to the claims of the bus operators.

Fifteen applications have already been set for hearing in August. Twelve of these are from individual operators for permits to operate between Fort Worth and Dallas, in competition with each other and the Interurban electric line, which will be heard August 15. August 16 is the date set for hearing of the Red Ball line for permit to operate between Dallas and Greenville, paralleling an interurban line. An application of the North Texas Traction Company and West Texas Coaches for permit to operate between Fort Worth and Dallas will be heard August 17. August 30 applications of the Union Bus line and J. L. Power to operate between San Antonio and Kerrville will be heard at Kerrville.

for Economical Transportation

CHEVROLET

Today's Chevrolet represents the most amazing quality in Chevrolet history---quality in design, quality in construction, quality in performance. This amazing quality, combined with Chevrolet's impressive low prices, provides Chevrolet dealers with the industry's most *saleable* motor car.

CHEVROLET MOTOR CO., DETROIT, MICH.

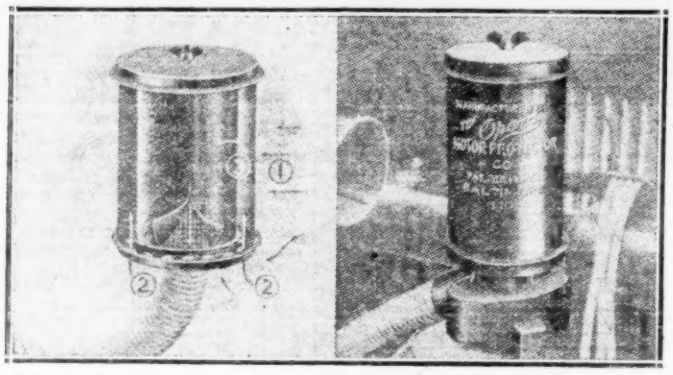
Division of General Motors Corporation

QUALITY AT LOW COST

New Automotive Equipment

This department is devoted to the newest development in automobile accessories, replacement parts and shop equipment. Its columns are open to manufacturers, who are invited to submit descriptions and illustrations of their latest products.

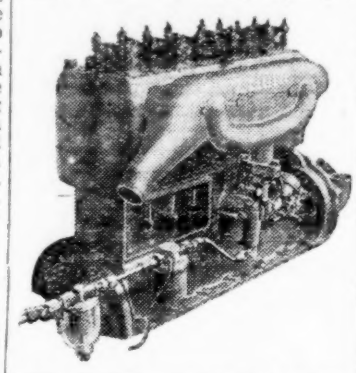
OREM MOTOR PROTECTOR FILTERS AIR



This consists of a cylindrical shell with a head each on top and bottom and containing a wire-screen cylinder covered with felt. Through the central portion of the filter an outlet through the bottom head and a tube leads to the air intake of the carburetor. The felt surface is so large that it creates very little resistance to the air flow. As shown in the view, the air driven by the fan to (1) is drawn in at (2) during the suction stroke, passing through large surfaces of filtering material (3) and when cleaned through flexible tube (4) to the carburetor. Orem Motor Protector Company, 2827 Calvert St., Baltimore, Md.

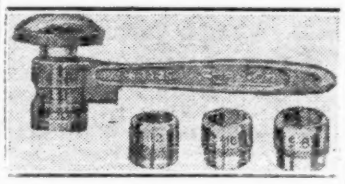
SUPER-POWER HEAD FOR FORDS

This fits all Ford models up to 1927. The design of a combination of intake and exhaust manifolds gives this head the proper turbulenece, at the same time preheating the mixture and delivering it to the cylinders in duly vaporized condition. A special design of Zenith carburetor is used on this head. The valves are of secret processes alloy and extra heavy to prevent them



from becoming warped and burnt. The valve seats are surrounded by water, keeping them cool and increasing the efficiency of the cylinder head. The rocker arms have an adjustment on each end, which enables one to make better adjustments. The push rod is cup-shaped, and with each push rod is furnished a socket receptable to receive the push rod. This socket slips over the push-rod plungers operating off the cam, resulting in quiet, efficient operation. Installation is simple and an aluminum cover furnished with the head protects valves and rocker arms, at the same time contributing to the appearance of the job. Zenith Automotive Manufacturing Company, 4416 Olive St., St. Louis, Mo.

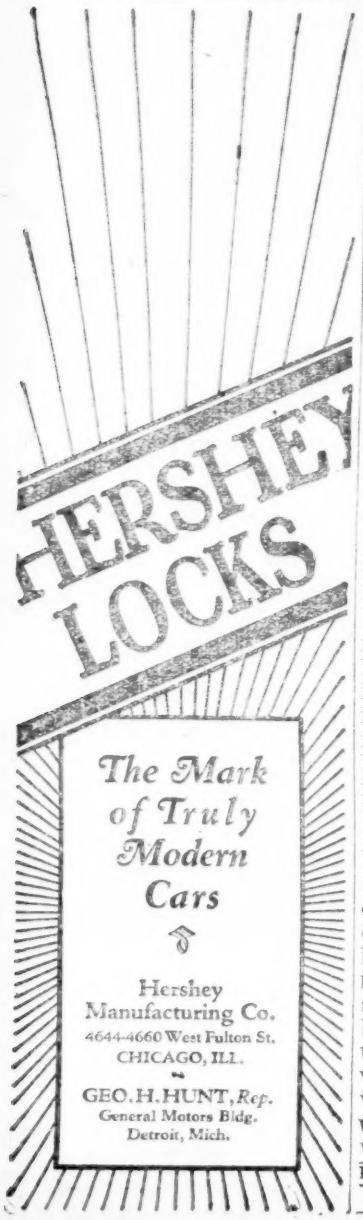
VALVE CLEARANCE ADJUSTING TOOL



The Snap-On tool, here shown, is a combination of wrench and screwdriver and said to eliminate the need of several different tools. gauge nd several different tools. Screwdriver and sockets are of chrome-vanadium tool steel. Price, complete with three sockets, $2.75. Motor Tool Specialty Company, 14 East Jackson Boulevard, Chicago.

"PHANTOM" TRAFEIC SIGNAL

This signal gives indications clear enough to be seen a block away. It is operated by push buttons on the dash, which are equipped with arrows and lights telling the driver whether or not the signal works properly. The latter consists of two arrows, an amber one for left turn and a green one for right turn. Kinnear-Foster Company, 206 East Gay St., Columbus, O.



Dealer Activities

NEW CONCERN TO SELL STUTZ IN NORTH CHICAGO

Chicago, Aug. 3.—F. D. Cerf, president of the Stutz Chicago branch, announces the formation of the Stutz Evanston Company, Inc., to handle Stutz sales along Chicago's north shore. John S. Capper, Jr., founder of the haberdashery of Capper & Capper, is president of the new firm. His associates are M. G. Frank Dowd, formerly of Capper & Capper, who will be vice-president and general manager, and R. C. Heinlein, an experienced motor car merchant, is treasurer.

MANY DEALER CHANGES IN RICHMOND, IND.

Richmond, Ind., Aug. 3.—E. H. Gilcrest, Inc., new Dodge dealer in this territory, has opened for business. Mr. Gilcrest, who heads the company, has been associated with the automobile sales business for some twelve years.

The Bethard Auto Company, of which Fred D. Bethard is head, has taken the dealership for Paige.

The Richmond Auto Sales Company, of which Wilfred Godwin is manager, is the new Studebaker and Erskine dealer here.

The Dalbey Motor Company, Chevrolet dealer, soon will move into a new three-story building on Main Street.

GILBERT CHEVROLET OF CINCINNATI AGAIN REORGANIZED

Cincinatti, Aug. 3.—For the second time within a month the Gilbert Chevrolet Company has undergone reorganization. The company has been taken over by Stuart Evans, president of the Evans Motor Car Company, Covington, Ky., Chevrolet dealer, and who recently took over the Boone County, Ky., Chevrolet Company. Associated with Evans is Clem Fennell, for some time connected with a large furnace manufacturing company. Mr. Fennell becomes president of the reorganized company.

Guy Rowlette has been made sales manager for the company.

Personal Items

RIGGS PROMOTED

Sacramento, Cal, Aug. 3.—It has been announced that Kenneth V. Riggs, who has been identified with the J. J. Jacobs Motor Company for the past seven years, has been appointed assistant sales manager. The promotion comes in recognition of having won fourth prize in the recent sales contest participated in by several hundred Studebaker salesmen in the western states.

CHANGES CONNECTION

Newark, N. J., Aug. 3.—G. P. McCrea, formerly of the De Cozen Motor Car Company, has joined the selling forces of the Mallon Motor Car Company in the new car department.

LEFT $250,000

Washington, Aug. 3.—The will of Samuel A. Luttrell, former president of the Luttrell Company, Inc., for many years Packard distributor here, reveals that he amassed $250,000 during the twenty-two years he was engaged in business.

ON BOOSTERS' BOARD

Tacoma, Wash., Aug. 3.—Al Bellew, manager of the South Tacoma Motor Company, South Tacoma Chevrolet dealer, has been elected a member of the board of trustees of the recently organized South Tacoma Boosters' Club.

WINS PAIGE SCHOLARSHIP

Miami, Fla., Aug. 3.—H. C. Veirs of the Hughes & Flannery Company, Miami Paige dealer, won one of the major prizes for scholarship in the Paige Institute, a course of study for salesmen conducted by the Paige-Detroit Motor Company.

VACATIONING IN SIERRAS

Los Angeles, Cal., Aug. 3.—Clair Savage, sales manager for the local J. W. Leavitt Company, handling Peerless and Falcon-Knight cars, left this week for the High Sierras, where he will spend his vacation.

VACATION OVER

Chicago, Aug. 3.—H. C. Gordee, president of the Austin Motor Company, Chrysler dealer, and his wife have returned from several weeks motoring trip through Wisconsin. They spent a number of days at Shanow Lake, Wis., and caught a large number of bass and pickerel there.

NOW WITH KELLOGG

Chicago, Aug. 3.—Word has been received at Automotive Equipment Association headquarters here that H. O. Holland is now looking after the interests of the Kellogg Manufacturing Company of Rochester, N. Y., in the Kansas City territory.

JUNE, 1927, NEW CAR

Figures from R. L. Polk & Co. of Detroit, with the exception of Illinois, which is suppleid by the Robinson Service.

Readers should note that registration figures covering new cars will

States	Auburn	Buick	Cadillac	Chandler	Chevrolet	Chrysler	Dodge	Elcar	Erskine	Essex	Falcon-Knight	Flint	Ford	Franklin	Gardner	Hudson	Hupmobile	Jordan	La Salle	Lincoln	Locomobile
Alabama		78	9	5	594	65	76		4	59			533	1		36	20		6		7
Arizona	2	59	2		258	74	81		10	51			117			25	4	1	2		
Arkansas		29	2	1	409	34	68			34			571			8	5	1	8		
California	119	1705	135	125	3395	1019	1057		89	1242	171	7	1621	53	46	526	200	79	101	74	17
Conn'ticut	41	518	48	39	771	383	256	5	14	369	9	7	294	39	2	159	99	9	62	10	
Delaware	1	48	4	2	144	23	15		2	43	1	4	147	3		10	4		9	2	
Florida	1	132	15	2	602	100	93		7	161	3		510	9	1	78	29	6	12	10	1
Georgia		155	5		739	72	93		11	119	16	1	555	6		39	26	1	8	3	
Idaho	4	76	5	6	354	42	56		8	78		1	287			17	16		1		
Illinois	154	1294	111	109	3964	689	637	16	38	739	60		1236	22	51	413	236	49	98	87	9
Indiana	108	560	18	46	2212	343	303	13	42	578	25	3	1487	4	8	187	82	8	28	9	7
Iowa	6	449	7	24	2128	290	292		12	311	6	1	1397	1		74	50	5	14	2	
Kansas	2	130	5	8	700	152	111		5	210	4		794	3	5	54	14	1	5	1	
Kentucky	6	138	3	16	1327	170	205		13	217	6		804	4	3	55	25	2	14	6	
Louisiana	1	123	10	20	535	86	143		4	105	7		482	2		25	15	7	9	3	
Maryland		275	14	34	1311	164	163	2	3	205	1	3	524	13	2	64	25	16	8	5	4
Mass'setts	39	1116	76	97	1973	635	586		30	763	46	15	962	57	10	382	126	30	115	18	25
Michigan	73	1050	71	82	3795	1063	540		39	1639	52	2	1566	6	1	443	133	23	160	38	5
Missouri	25	500	28	35	2392	266	312		16	381	27	7	1456	15	27	101	74	9	29	10	5
Montana	6	112	7	23	472	93	81	1	5	84		3	295	10	2	28	11		2		
N. Hamp.	7	155	7	19	288	113	75		6	100	1		160	12	4	47	16	2	12	4	4
N. Mexico		53	3		279	19	43		6	27			212			11	4		4	2	
N. Carolina	1	228	10	6	1017	208	107		11	196			1102	3		74	8		10	3	
N. Dakota	2	87		6	533	118	85		5	80		2	351			15	11		2		
Oklahoma	11	764	69	8	2077	318	534		14	341	1	4	2241	15	1	96	131	8	26	10	
Oregon	3	122	3	22	327	66	85		3	99	9		218	4	3	40	31	4	4		
Penn'vania	133	1833	136	377	5875	1839	1368		65	1388	86	36	3112	66	58	563	366	122	113	37	16
Rh. Island	6	204	19	13	386	163	178		5	137	9		79	14	1	39	24	6	11	10	5
S. Carolina		55	9		620	30	67		4	68			623	1		21	7		5	1	
S. Dakota	2	116	6	16	643	133	98		9	124	1		391		3	27	23		1		
Utah		66	4	3	292	59	49		6	73			247			17	16		2	2	
Vermont	1	114	4	9	243	102	48		7	89			229	3	1	29	14		4	1	
Virginia	3	292	10	16	1649	219	216		15	232		1	1393	9	1	71	51	2	13	4	1
Wash'gton	10	247	10	16	746	203	170		21	229	26	2	566	8	13	58	50	3	4		2
Wyoming	4	48	5	2	216	61	39		6	27	2		116		3	18	3		3		
Dis. of Col.	3	145	14	3	448	48	83		6	136	5		155	9	2	37	14	9	5	7	3
Total....	713	13117	884	1190	43714	9462	8413	37	541	10784	574	99	27473	302	248	3887	1963	403	910	359	114

Pines Winterfront Dealers Gather at Meeting in Boston

BOSTON, Aug. 3.—W. J. Connell, New England distributor for Pines Winterfront, entertained some seventy-five dealers, agents and salesmen from all over New England at a meeting and dinner here recently preparatory to making plans for the annual campaign. The meeting was held at the salesroom at 121 Brookline Ave.

Mr. Connell outlined the plans prepared at the factory by officials as expressed to him during a recent visit there. Giving figures of what had been accomplished in other territories during sales campaigns last winter, he said that New England's quota for next year is to equip one car in twenty-five in this territory. He next outlined the advertising campaign in magazines and newspapers, the latter to be arranged on a fifty-fifty basis, based on sales. The campaign will start shortly.

Howard Green, sales manager of the company, then spoke to the meeting on co-operation and the benefits to be gained by every one in the organization by its practice. A number of visiting dealers also made remarks, the general trend of which was that the accessory business generally was better now than it was in the spring and that they look for increased sales during the fall and later.

LEASE BUILDING

Kansas City, Aug. 3.—The Automotive Tool Sales Agency, representing J. G. Woods, Inc., of New York and the Automotive Tool Manufacturing Company of Milwaukee, has leased a building at 1302 McGee Street here. A full line of automatic automotive tools will be handled.

TO SELL SUPPLIES

Berkley Heights, N. J., Aug. 3.—For the sale of supplies for all makes of automobiles the Tri-Parts Company has been organized in this city. The concern, capitalized at $100,000, has as its incorporators Joseph D. Cantano, John Romano and Coney Delia, all of Berkley Heights.

Yale Electric Plans New $1,000,000 Plant

Jersey City, N. J., Aug. 2.—Excavation work has been started for the new million dollar plant of the Yale Electric Corporation in this city, covering an entire block. The plant will have a siding connecting with the main line of the Pennsylvania Railroad. The building, which will be six stories high, will have a total floor area of 300,000 square feet. It is being built of reinforced concrete of monolithic construction, and will be fireproof.

The company manufactures electrical supplies and batteries for both radio and automobile.

BASSICK BRINGS SUIT AGAINST ORR IRON CO.

Evansville, Ind., Aug. 3.—Suit charging infringement of patent rights has been filed here against the Orr Iron Company, parts and accessories jobbers, by the Bassick Manufacturing Company of Chicago. The petition asking judgment of a master in chancery has been filed with U. S. Commissioner Charles E. Harman.

The complaint of the Bassick company alleges that the Orr Iron Company infringes on the patent granted in 1918 to Arthur V. Guilborg on a lubricating device.

BELGIAN FIRM RECEIVES BIG PLATE GLASS ORDER

Special from A. D. N. Washington Bureau

Washington, Aug. 3.—A Belgian factory has just received a large order for plate glass for windshields from one of the prominent American automobile companies, says a report to the Department of Commerce from the American consul at Antwerp.

While there is in general a depression in the Belgian plate glass trade with the United States, exports to Canada and Australia are brisker than usual.

NEW REPRESENTATIVE

Seattle, Wash., Aug. 3.—A. S. Detsch has just been appointed Northwest representative of X-Laboratories products, according to an announcement of the company. Mr. Detsch will alternate his headquarters between Seattle and Portland.

New Northeast Service Stations

Rochester, N. Y., Aug. 3.—Additional new North East service stations and changes are announced by the North East Electric Company as follows:—

Rutherford Auto Electric Service, 13 Franklin Place, Rutherford, N. J.; Perry H. Long, 238 East Lancaster Ave., Wayne, Pa.; Miller Service Station, 1514 West 59th St., Chicago, Ill.; Brevard Battery Company, Main Street, Brevard, N. C.; Automotive Electric Shop, S. E. corner Fallsway and Hillen, Baltimore, Md.; F. Solicito, Inc., 3927 White Plains Ave., The Bronx, N. Y.; Seeley's Battery Shop, 115 Park St., Chelsea, Mass.; Brights Garage, 3715 Pacific Ave., Wildwood, N. J.; Shaffer & Maurer, corner Church and Grove Streets, Lock Haven, Pa.

Hurlburt-Still Electric Company, 1207-9 McKinney Ave., Houston, Tex.; Krome Auto Electric Service, 52 Goodell St., Buffalo, N. Y.; Clyde Carson, 27 S. Hanchett St., Coldwater, Mich.; Northland Battery Service, 125 Hancock St., Hancock, Mich.; Maynard Battery and Auto Electric Shop, 314 East Liberty St., Ann Arbor, Mich.

Unbehaun & Johnstone, Ltd., 98-100 Currie St., Adelaide, Australia; Traverse City Battery Shop, 116 West State St., Traverse City, Mich.; Huntington Magneto and Electric Company, 714-16 4th Ave., Huntington, W. Va.; Welch & Johnston, 474-6 Bank St., Ottawa, Ontario, Can.; Chehalis Garage, Inc., 950-62 Market St., Chehalis, Wash.

Simpson Battery and Electric Company, 3060 West 10th St., Los Angeles, Cal.; Story Electric and Battery Company, 615 Jefferson St., Paducah, Ky.; R. L. Stout, 63 Main St., Ashtabula, O.; The Austin Ignition Company, Maple and Crosby Streets, Akron, O.; Zuelzke Battery and Ignition Service, 636 Hancock St., Sandusky, O.; Maddux Battery and Tire Company, Public Square, Clarksville, Tenn.; E. and E. M. Delp, 50 Washington Ave., Souderton, Pa.

CHARLOTTE RACES SEPT. 19

Charlotte, N. C., Aug. 3.—September 19 is the date set for the next speedway races to be held on the Charlotte bowl.

34% of Kansas City Brakes Found Defective

Kansas City, Aug. 3.—A total of 32,729 sets of motor car brakes were tested at the third annual Better Brakes Week campaign, just closed here.

Approximately 66 per cent. of the brakes tested were found to be O. K. The test revealed that the motor car brakes in Kansas City have gradually improved during the last two years. When the first test was held, almost 50 per cent. of the brakes tested were found defective.

The test was conducted under the supervision of the safety council, with all automobile organizations in the city co-operating, and with the police assisting in conducting the tests. Almost double the number of brakes were tested this year than last year, when the figure was 18,651.

MOTOR APPLIANCE FIRM INCORPORATED IN N. Y.

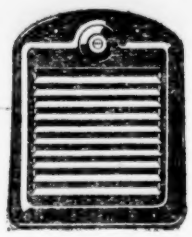
Jersey City, N. J., Aug. 3.—The Standard Motor Construction Company of this city, manufacturer of motor appliances, has been incorporated with $180,000 capitalization. The concern will issue 234,000 shares of common at no par value. The incorporators are Eugen A. Riotte, Manhasset, N. Y.; Lewis Spinks, Jersey City, and William L. Myles, Nutley, N. J. The United States Corporation Company of New York is attorney for the concern.

DESTROYED BY FIRE

Clinton, Ia., Aug. 3.—A stock of Kantglare headlight deflectors, manufactured by M. P. Fairchild, was destroyed when the building used as manufacturing, sales and service plant was swept by fire recently.

MOVE TO NEW HOME

New York, Aug. 3.—Smith & Gregory of New York, Inc., distributors of Balcrank bumpers, Cox shock absorbers, Gruss and Westinghouse air springs, Queen Quality trunks and other automotive lines, have moved to their new four-story building at 426-428 West 55th St.



REGARDLESS of season—every new car buyer is a live prospect for a

Pines Automatic Winterfront

at the time of sale!

With a great percentage of all cars selling on good time-payment plans—the car buyer will welcome your suggestion that the price of a Pines Automatic Winterfront be included in the purchase price. He gets the advantage of paying as he uses. You make sure of getting the neat Winterfront profit.

Winterfront Distributors Everywhere

PINES WINTERFRONT

is the only automatic radiator shutter on the market

Pines Winterfront Company
408 Sacramento Blvd.
CHICAGO

REGISTRATION STATISTICS

differ somewhat from retail sales reports of individual companies.

States	Marmon	Moon	Nash	Oakland	Oldsmobile	Packard	Paige	Peerless	Pierce-Arrow	Pontiac	Reo	Star	Stearns-Knight	Studebaker	Stutz	Velie	Whippet	Willys-Knight	Wolverine	Miscellaneous	Total
Alabama	6		29	10	16	1	5	1		23	1	10		24	2	3	26	7			1712
Arizona	3		25	8	23	5	15	3	1	35	2	51		46			37	15			955
Arkansas		3	13	8	10	2				16		20		9	2		21	5			1279
California	106	29	831	300	252	129	135	98	48	533	146	386	3	940	16	19	466	480	44	41	10780
Conn'ticut	41	9	250	121	93	83	33	10	18	283	93	84	3	217	7	7	215	80	35	6	4815
Delaware	3	1	32	9	8	7	4	4	2	58	1	23		22			39	12		2	689
Florida	9	4	48	21	28	18	11	1	1	50	14	18		56	3		50	15	1	5	2178
Georgia	14		60	22	37	11	3		1	48		9		29			32	16	2	1	2137
Idaho		2	45	8	27	10	10		1	40	2	81		31		4	57	18	2	3	1292
Illinois	83	45	721	317	375	197	126	66	35	805	195	255	15	385	35	59	706	311	63	43	15449
Indiana	45	16	248	153	333	30	47	24	2	590	48	134		270	19	14	515	69	28	33	8089
Iowa	5	8	148	51	91	24	44	7	1	235	36	363	1	122	3	34	413	50	16	5	6717
Kansas	3	3	47	34	42	8	7	5	2	119	16	105		36	2	1	114	8	1	2	2759
Kentucky	6	4	89	35	63	12	35	5	4	101	29	96		73	1		171	42	10	1	3791
Louisiana	4	6	93	32	35	11	4	3	3	104	22	9		53	3		57	25	1	3	2045
Maryland	23	1	141	51	33	28	21	20	7	141	22	84	2	84	2	3	137	36		5	3677
Mass'setts	58	8	692	142	175	145	113	104	46	335	162	120	10	325	13	37	458	154	22	33	10253
Michigan	63	9	371	192	420	77	79	48	9	1556	253	303		407	10	3	591	149	62	25	15458
Missouri	35	18	173	113	131	38	22	46	24	220	53	161	1	145	7	6	279	116	9	8	7320
Montana	1	2	63	29	47	4	25		1	54	13	34		25		2	80	26	4	1	1666
N. Hamp.	7		85	26	16	13	17		5	76	25	32	2	48	2	3	76	10	4	2	1481
N. Mexico	3		16	7	8	1	3			19	1	23		19			26	10			799
N. Carolina	2		42	37	57	15	5	1		67	5	43		28			66	19	3	2	3376
N. Dakota	8	2	41	16	56	6	10			88	6	31		22		6	163	23	1	4	1785
Oklahoma	29	24	228	92	80	63	44	12	28	326	40	200	1	190	4		216	40		14	8300
Oregon	3	5	70	34	31	5	8	3	2	60	11	78		38	1		52	15		1	1460
Penn'vania	89	46	1224	536	517	273	287	199	78	1175	358	862	4	923	17	21	1370	601		50	26219
Rh. Island	20	2	82	17	26	26	5	14	13	53	56	20	5	68		10	86	35	45	9	1901
S. Carolina			24	10	26		1			73	3	2		13			19	5		2	1689
S. Dakota			36	21	75	3	7			61	21	103		50		1	123	23	2	2	2121
Utah			49	7	70	8	10			29	5	59		25		22	37	25	2	1	1185
Vermont			62	25	5	6	15	1	5	47	12	30		38	1		76	23	4	2	1250
Virginia	15	1	94	62	71	28	20	11	4	199	36	67		113	3	1	201	44	1	6	5175
Wash'gton	8	12	124	75	90	20	35	8	5	182	32	133		158	4	13	175	99	10	9	3570
Wyoming	1	1	28	7	25		3			20	4	46		25		2	35	4			754
Dis. of Col.	11	2	115	15	39	17	10	26	7	48	67	2	1	41	3	3	36	20			1595
Total.....	704	263	6439	2643	3431	1324	1219	720	353	7874	1793	4097	48	5098	160	274	7210	2643	372	321	172,324

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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O. J. Elder, President; George M. Slocum, Vice-President; G. L. Harrington, Treasurer; Alexander Johnston, Secretary.

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The High Compression Era

VERY nearly two years ago the Automotive Daily News remarked editorially that as soon as nation-wide distribution of ethyl gas and the other anti-knock motor fuels was obtained the engineers would begin using higher compression ratios in their power plant designs.

Within the past few weeks Hudson, Buick, Chrysler, Oakland and other makers have announced new models embodying engines in which special types of heads are used to give higher compression than was formerly possible.

This is a certain indication that the distribution of anti-knock fuels has become general. Casual observation would indicate that there are few fuel stations nowadays which do not include a pump serving one of the anti-knock fuels.

In all probability, the next year or two will see a general revision of engine compression ratios. With anti-knock fuel available everywhere engineers can now do what they have always wanted to do by using compression ratios that will give efficiency and economy in higher degree than has been possible in the past. Instead of the maximum speeds of seventy or eighty miles per hour to which we have been used, we shall have a hundred miles. Forty miles to the gallon will be common instead of the fifteen or twenty that we have to accept now. Acceleration will be half again as good as now and engine torque at low speeds will be far better. It is a fair prediction that within three years anti-knock fuels will be the standard, and engines with compression ratios of five to one or greater will be the accepted power plants for automotive vehicles.

One thing that must be kept clearly in mind regarding these higher compression engines that have just been introduced is that they are not the same as the racing engines, which employ higher compression ratios, and will operate only on special fuels. These new high compression engines will operate on ordinary fuel, but their construction is designed to take advantage of the peculiar qualities of the anti-knock fuels, when these are used.

One of the most important matters in connection with this flooding of the market with anti-knock fuels is protection for the general motoring public. The anti-knock fuel "bootlegger" is certain to put in his appearance. Nay, he already has entered the field. Anti-knock fuels are offered in varying color schemes, red, orange, yellow, blue, green and all the shades between. In some cases, unscrupulous vendors have colored gasoline and sell it for anti-knock when it has absolutely no anti-knock qualities. The high compression engines that are now in use will run on ordinary gasoline, but obviously they cannot develop their full effectiveness with ordinary fuel. Unhappily this opens the door to sharp practice on the part of vendors.

Probably the Division of Weights and Measures in Washington is the agency best equipped to handle a campaign against dishonest vendors of anti-knock fuel. The temptation is great, of course, for the vendor to get two or three cents more per gallon for ordinary gas by making it look like anti-knock fuel. Inspection, sample taking and analysis by officials of a government agency can probably stamp out this new type of bootlegging before it gets a real foothold.

SEATTLE TIRE MEN BUSY DURING JULY

Greater Demand Taxed Dealers' Supplies in Hot Period

Seattle, Wash., Aug. 3.—July made increased demands upon the local tire industry. On the whole, business was good; much better than during any recent month, especially in small repairs. Vulcanizing is not as heavy as it would be if tires were not so cheap. This is especially true of smaller casings.

The wise motorist figures it better to buy a new casing than to spend money vulcanizing one that is pretty well worn. Larger, more costly casings are still averaging strong in vulcanizing.

The warm weather, many tourists coming to Washington, and local car owners fixing up for continual week-end trips to nearby resorts have been factors in pepping up tire repairs and sales.

E. J. Ernst of Ernst Tire Company reports fleet owners coming in for heavy buying at this time.

P. J. Bradley of Bradley & Sons has been kept very busy the past month, both in sales and repair work. He reports vulcanizing a little off.

Business is reported well above a year ago by factory branches here, such as Firestone, Fisk, Goodyear, etc. Manager McCall, head of the General Tire Corporation distribution here, has been actively pushing sales and is well pleased with business. Time payment plan has just been adopted.

Strandring Tire Company is putting much stuff through its modern tire department store, and Bill Standring, president and manager, says conditions are improving right along.

W. L. Fitzpatrick of Triangle Tire Company, now occupying its fine new home, representing an investment of $75,000 in building and lot, reports better business this month. The new home was built especially for a tire store and the pick-up in business since its occupancy by the firm shows that patrons are attracted to an attractive establishment.

While general tire business is good, like all other business here, some bad spots have developed. Business has come in spirts. Slack days are followed by busy ones. However, the gross volume is holding strong, compared to any other year.

Crawford Assistant Chief Engineer Of Chevrolet

DETROIT, Aug. 3.—O. E. Hunt, vice-president in charge of engineering of the Chevrolet Motor Company, today announced the appointment of J. M. Crawford, for twenty-one years an automotive engineer, to the newly created position of assistant chief engineer of the Chevrolet Motor Company. Mr. Crawford assumed his new duties the latter part of July.

Prior to joining the Chevrolet organization Mr. Crawford was for six years chief engineer for a well-known builder of medium-priced cars. His new position with Chevrolet is regarded in automotive circles as a distinct and well-merited promotion growing out of his extensive practical knowledge of motor car building.

He entered this field in 1906, and has literally grown up with the industry, serving with various automobile manufacturers, chief of which was the old Chalmers Motor Company, from that date to the present time.

Mr. Crawford was born and reared at Indianapolis, Ind. Upon his appointment as Mr. Hunt's assistant he moved to Detroit, where his headquarters are located in the main office of the Chevrolet Motor Company in the General Motors Building.

HOUDAILLE DISTRIBUTOR

Buffalo, N. Y, Aug 3 — The Houde Engineering Corporation announces the appointment of the Bowker-Hamblin Tire Company, Inc., of Worcester, Mass., as exclusive Houdaille hydraulic shock abcounty, Mass.

Tabloid Tales Of the Industry

IN this department will be printed daily brief "biographies" of various companies in the industry. These stories will be a matter of interesting record, showing the development of the automotive industry, and we shall be glad to receive information for further biographies from automotive companies in any branch of the business.

JOHN WARREN WATSON COMPANY

Philadelphia, Pa.

President—John W. Watson.
Vice-president—R. A. Watson.
Sales Manager—John W. Watson.
Treasurer—R. A. Watson.
Factory Manager—R. F. Nowalk.
Manager of Distribution—V. W. Dow.
Service Manager—F. C. Nicholson.

The John Warren Watson Company was formally started about the beginning of 1920 to manufacture recoil checks under patents which were then pending to John Warren Watson. Research by Mr. Watson into the causes of and exact nature of spring recoil had already covered several years. The nucleus of the present organization started in Mr. Watson's private garage, the second floor of which was converted into offices and drafting rooms. In 1920 the company rented a floor and a half in the 24th and Locust Streets building, and finally took over the entire building and also the large five-story building at 23d and Chestnut Streets. The company is now entirely housed in its own 800-feet-long plant at Bridesburg Station, Philadelphia, on the main line of the Pennsylvania Railroad running between Philadelphia and New York.

For the first two years the company did little outside of putting a few sets of Stabilators into the hands of the public and correcting the many faults which the public is so clever at finding. The first standard equipment job was on the DuPont car, built at Wilmington. Fred Duesenberg was the second to recognize the correctness of the Stabilator principle, and Stabilators were adopted as standard when he brought out his famous Straight Eight. The Franklin adoption of Stabilators, in 1922, marked the first quantity business secured by the company. Next came the Packard Straight Eight when it was introduced in 1923. Today practically every quality car built in the United States is found standard equipped with Watson Stabilators.

Mr. Watson attributes the rather rapid growth and success of his company to his painstaking care in detail design. He believes in design for low cost, but only after first having perfected design for performance and endurance.

The cash capital of the company is represented by 1,491 shares of common stock, which were all sold at par $100 a share. The above, together with Mr. Watson's many patents, represents the company's entire capital. The company is now doing a business of nearly half a million dollars per month.

KILE HONORED

Akron, O., Aug. 3.—A recent announcement by the American Automobile Association names president George H. Kile of the Akron Automobile Club as trustee to the former organization for a period of three years.

Calendar of Coming Events

AUGUST

15-16—Morehead City, N. C. Summer Convention of North Carolina Automotive Trade Association.
17-20—Asheville, N. C. Southern Automotive Jobbers' Convention, Kenilworth Inn.
27—Syracuse, N. Y. American Automobile Association, race.
29-Sept. 2—Green Bay, Wis. Automobile show.

SEPTEMBER

—Indianapolis, Ind. Race for oil-motor-propelled vehicles, Indianapolis Speedway.
1- 5—Santa Ana, Cal. Orange County Fair Association, Orange County Fair, Fair Grounds.
5—Atlantic City, N. J. American Automobile Association, stock car race.
5—Altoona, Pa. American Automobile Association, race.
5—Pottstown, Pa. Automobile race.
6- 9—New Haven, Conn. Machine tool exhibition.
10—Detroit, Mich. American Automobile Association, race.
14-15—Cleveland, O. Ohio Council National Automobile Dealers' Association Convention.
14-16—Atlantic City, N. J. Twenty-fifth Annual Meeting of the National Petroleum Association, Hotel Traymore.
19—Charlotte, N. C. American Automobile Association, race.
19-20—Johnstown, Pa. Pennsylvania Automobile Association, Eighth Annual Convention.
19-20—Cleveland, O. Society of Automotive Engineers, boat ride, from Cleveland to Detroit.
19-22—Detroit, Mich. Society of Automotive Engineers, production meeting.
19-23—Cleveland, O. National Machine Tool Builders' Exposition, Public Auditorium.
19-24—Detroit, Mich. American Society for Steel Treating, convention, Convention Hall.
24—Atlantic City, N. J. American Automobile Association, race.
26-30—Chicago, Ill. National Safety Council, convention, Hotel Stevens.

OCTOBER

1—Pottstown, Pa. Automobile race.
1—Brooklands, England. British Grand Prix Race.
3- 7—Cleveland, O. American Electric Railways Association, Forty-sixth Annual Convention, Public Auditorium.
6-16—Paris, France. Paris Salon, Grand Palais.
12—Salem, N. H. American Automobile Association, race.
14-22—London, England. Olympia Passenger Car Show.
18-21—Los Angeles, Cal. Fourth Annual Automobile Salon of the Los Angeles Motor Car Dealers' Association, Hotel Biltmore.

NOVEMBER

7-12—Chicago, Ill. Automotive Equipment Association, exposition; Coliseum.
11—Charlotte, N. C. American Automobile Association, race.
14—Louisville, Ky. Solid Tire Dealers' meeting.
14-16—London, England. World Motor Transport Congress.
14-19—Cleveland, O. National Standard Parts Association, annual convention, Convention Hall.
15-17—Louisville, Ky. National Tire Dealers' Association, convention.
17-26—London, England. Olympia Truck Show.
24—Los Angeles, Cal. American Automobile Association, race.
27—Los Angeles, Cal. American Automobile Association, race.
—Chicago Ill. Society of Automotive Engineers, national transportation and service meeting.
20-Dec. 4—Lille, France. Automobile Cycle, Radio and Accessory, Third Regional Exposition, Palais Rameau.
27-Dec. 3—New York city. Annual Automobile Salon, Hotel Commodore.

DECEMBER

1—Chicago, Ill. Society of Automotive Engineers, tractor meeting.

JANUARY

7-14—New York city. National Automobile Chamber of Commerce, National Automobile Show, Grand Central Palace.
9-14—Cleveland, O. American Road Builders' Association, show.
12—New York city. Annual Dinner of the Society of Automotive Engineers.
24-27—Detroit, Mich. Annual Meeting of the Society of Automotive Engineers.
28-Feb. 4—Chicago, Ill. National Automobile Chamber of Commerce, show, Coliseum.
28-Feb. 4—Chicago, Ill. Annual Automobile Salon, Hotel Drake.

FEBRUARY

11-18—Los Angeles, Cal. Annual Automobile Salon, Hotel Biltmore.
20-25—Des Moines, Ia. Des Moines Automobile Show.
25 March 3—San Francisco, Cal. Automobile Salon, Hotel St. Francis.

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You Can Sell Fuel Protection

By C. P. Shattuck

Back in the olden days of the motor vehicle and when the two-cylinder car was de luxe, the gasoline filling stations and car owners never thought of renewing the supply in the fuel tank without either straining the gas through a very fine mesh screen or chamois. And at some filling stations, or rather fuel supply depots, both the screen and chamois were used.

And it was before the days of the curb pump. The gas was usually drawn into a five-gallon can resembling the milk can. As a matter of fact, they were milk cans. Now the reason why the fuel was strained was because the spraying nozzles of the carburetors were quite small, due in great measure to the highly volatile fuel.

As motor cars increased in numbers means had to be devised to cut down the time of refilling a fuel tank so the pump came into its own. And the chamois strainer went out of business. Now, as a matter of fact, it was rare that the car owner experienced fuel troubles because all water, dirt and other foreign elements were trapped by the chamois or other strainer.

With the advent of the pump, however, and despite care of the pump operator and refining companies, more or less foreign substances became noticeable in the fuel. This is not a fault of the pump. But the records of service stations show that much of the alleged hard starting of the engine, its erratic operation, etc., is due to water in the fuel supply line. And this may include the vacuum tank, carburetor, main line supply and the fuel tank proper.

True, it is, that provision is made for trapping and draining dirt and other foreign elements in the vacuum tank, but very few car owners will take the trouble to remove the foreign matter, and many do not know how. All of which preamble brings us to the fuel filter, its advantages, its economy for the owner and profit for the dealer who properly sells it.

The more recent models include a fuel filter because the car manufacturer knows one is essential. A filter is not made a part of the standard equipment just to provide the car salesman with a talking point. The filter is installed because thousands of concrete cases of engine trouble have been traced to foreign matter in the fuel.

It is no exaggeration to state that there are millions of cars and trucks without a filter of any kind, that included in the vacuum tank excluded. Here, then, is a real market for the car dealer, service station and accessory and equipment dealer. And there are several excellent inexpensive filters on the market which are designed and so constructed as to be easily and quickly installed.

But how many are really merchandising these essential and necessary filters? Generally speaking, it is believed that the concerns specializing in carburetor service and equipment sell the bulk of these devices. More would be sold if the car dealer would analyze this wonderful market and devise a sales campaign.

Now the car owner is not so easily sold any item of equipment that is hidden from view as is the filter. So the merchandising should take into consideration what the filter will save the owner in service bills, annoyances on the road and provide a smoother operating engine. In other words, the best appeal is the pocketbook angle.

The cost of cleaning a carburetor, vacuum tank, and disconnecting and blowing out the fuel line is enough to interest any car owner. And if the main supply tank must be removed from the chassis, as is not infrequently done, then the cost of the job will run into real money.

If the various items are totaled it is believed that they would equal or exceed the cost of a good filter installed. And the merchandising campaign should include some demonstration of the filter. When this device is shown on a pretty piece of colored paper it looks nice, but does it convey any real message to the car owner?

On the other hand, if the dealer would display the filter in conjunction with the unit to which it is attached, then show a few glass containers with water, sediment and other foreign matter—the more the better—alongside the filter display, the writer believes the car owner could be interested. This suggestion is along the same lines as displaying specimens pickled in alcohol. They always attract attention.

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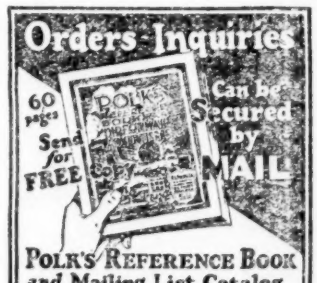

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General Motors Pointing Toward Record Earnings

(Continued from page 1)

$1,000,000 of equaling the full 1926 earnings.

With around $7 a share earned during the third quarter the balance for first nine months of this year would be between $21 and $21.50 a share on common. The earnings for the last three months of the year will represent the extent to which General Motors will exceed last year's record profits.

In the first nine months of 1926 General Motors, including all earnings of Fisher Body Corporation, reported net profits of $157,732,000. Its profits for the corresponding period this year should show a gain of about $35,000,000 above last year's figure which would compare with a gain of $27,500,000 reported for the first six months of 1927 over the first six months of 1926. Profits of nearly $65,000,000 for the third quarter this year would be about $9,000,000 above the previous record third quarter of 1926, when net was $56,032,000 equal to $6.22 a share on General Motors common.

Behind these record earnings is the impressive sales record which the corporation has been making. Estimates of third quarter earnings are based on the prospect that sales for the current three months will be around 440,000 units, compared with 497,774 in the second quarter of the year and with 360,234 in the third quarter of 1926.

For the first six months of 1927 the corporation sold 383,477 units, compared with 636,987 in the corresponding period of 1926. The six months total this year exceeded sales for the entire 1925 year, which amounted to 835,902.

On the basis of the estimate for the current quarter General Motors in the first nine months of 1927 should shatter the previous yearly record established in 1926, when sales to dealers were 1,234,850 cars and trucks. Sales of 440,000 vehicles in the current quarter would bring total sales to September 30 to around 1,325,000 units.

There is considerable discussion in financial circles of the dividend action which may be taken by directors at their meeting within the next ten days.

While there is no official confirmation of any of the plans which have been reported, bankers in close touch with the company's affairs believe that directors will favor a two-for-one split of the present shares if proposed at the meeting and place the new stock on a regular dividend basis of $5 a share annually. This would be equivalent to raising the present regular dividend on General Motors common from $8 to $10 a share annually.

Furthermore, such action, if taken, would not preclude the possibility of a substantial extra at the end of the year. So far this year the corporation has disbursed $6 in dividends on its present stock.

A most conservative estimate would indicate earnings of $25 a share on the present shares for 1927, and if the corporation maintains its policy of paying about 60 per cent. of its earnings in dividends, this would result in a minimum of $15 in dividends on the present shares for the year. This would require an extra dividend at the final meeting this year of $2.50 a share on double the present number of shares outstanding.

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous, 1927 High	Previous, 1927 Low	Div.		Sales	High	Low	Close	Net Change
15⅝	9½	....	Advance Rumely	400	12½	12	12½	+ ½
13	7½	....	Ajax Rubber	4,500	9	8½	9	+ ½
111¾	38	6	Allis-Chalmers	600	109	108½	109	....
22⅝	13	....	Am. Bosch Magneto	4,800	20½	17⅝	19⅝	+ 1¾
10	4	....	Am.-La France	700	6¾	6¾	6¾	— ⅛
36⅝	26	3	Briggs Mfg. Co	1,000	27⅞	27¼	27½	— ½
14	6¾	....	Chandler Motor	500	7¼	7	7	+ ¼
26¼	13	2.50	do pf	1,000	18½	18⅜	18½	+ ⅛
55½	38¼	3	Chrysler Corp	84,300	56	54⅝	55⅝	+ ⅞
112¼	102⅜	8	do pf	700	113	112½	113	+ 1
13¾	10¼	.80	Continental Motors	1,200	11¾	11¼	11¼	....
27½	16¼	....	Dodge Bros. A	14,500	18¼	17	17½	+ ⅜
85	66½	7	Dodge Bros. pf	3,300	68¼	67½	67¾	+ ¼
29⅝	24⅛	2	Eaton Axle & Spring	2,400	27½	26¾	27	+ ⅜
92	63½	6.50	Electric Auto-Lite	1,800	90¾	89¾	90	— ¼
79½	63¼	6	Electric Stor Battery	1,700	69½	67¼	69½	+ 2
13	6¼	....	Emerson-Brant	100	6¾	6¾	6¾	....
30⅞	20¼	.80	Federal Motors	700	20¾	19¾	20	— 1½
20	14⅝	....	Fisk Rubber	23,600	17½	16¼	17¾	+ 1
89¾	81	7	do 1st pf	400	84½	84	84½	+ 1
58½	23¾	3.50	Gabriel Snubber	3,100	54	53¾	53⅞	....
12¾	6½	....	Gardner Motor	1,000	10½	9¾	10¼	+ ¼
229½	145½	14	General Motors	78,500	229⅞	128¼	229	+ ⅞
124¼	118½	7	do 7s pf	400	124	123¾	123¾	— ⅛
22	14½	....	Glidden Co	100	15¾	15¾	15¾	....
66¼	42¾	4	Goodrich Co	14,100	66½	63¼	66	+ 3¼
103½	95	7	do pf	200	102	102	102	....
117⅞	98¼	7	Goodyear T. & R. pf	200	116⅞	116½	116½	....
91	48¼	3.50	Hudson Motor Car	34,500	91½	90¼	90¾	— ¼
21¾	18	1.40	Hupp Motor Car	1,000	19¾	19½	19¾	+ ¼
22½	12⅝	....	Jordan Motor Car	1,200	17⅞	17¾	17⅞	+ ⅜
28⅝	9½	....	Kelly-Springfield	8,100	23	22	22	+ ⅝
27	20½	....	Kelsey-Hayes Wheel	100	22¾	22⅞	22⅞	+ ⅞
1	¾	....	Keystone T. & R.	700	¾	½	⅝	....
11⅞	7	....	Lee Rubber & Tire	1,300	11½	11	11½	+ ½
118¾	88½	6	Mack Trucks	6,200	104½	103	103¼	+ ¾
107½	102	7	do 2d pf	200	106	106	106	....
53¼	27	3.25	Marlin Rockwell	5,100	50⅝	48½	48¾	— 3⅝
36¾	31	2	Miller Rubber	300	32	31	32	+ 1
38¾	26¾	1.60	Moto Meter A	200	31½	31⅜	31¾	— ¼
27¾	20¾	2	Motor Wheel Corp	400	25	24⅞	24⅞	— ⅛
45	10	....	Mullins Body	1,200	40½	39¾	40	+ ½
43	25	....	Murray Body	600	25⅞	25	25⅜	....
76¼	60¼	4.50	Nash Motors	24,800	75⅞	74	74½	+ ½
17⅜	11	....	Omnibus Corp	400	13¾	13	13	— ⅝
37½	11¾	2.30	Packard Motor Car	16,400	37¾	35¾	37¼	+ 1⅝
14½	7⅞	....	Paige-Detroit Motor	5,800	12¼	11¾	12¼	+ ¼
32	20	....	Peerless Motor Car	400	25¾	25	25⅜	....
21⅜	12¼	....	Pierce-Arrow	5,500	13¾	12½	13¼	+ ⅜
102½	45	8	do pf	1,200	51	48	51	+ 3¼
10¼	4	....	Reynolds Spring	5,800	9¼	9	9	....
28⅞	20½	....	Spicer Mfg. Co	300	26	25½	26	....
119	101	6	do pf	100	109¾	109¾	109¾	+ 1¾
68¼	51¼	5	Stewart-Warner Speed	4,400	64¾	63	64¾	+ 2
54½	26⅛	2	Stromberg Carburetor	2,600	35	32⅞	34¼	+ 2¼
67	43	5	Studebaker Co	4,500	54	53¼	53⅞	....
123¼	78	6	Timken Roller Bear	76,500	141	125¼	137¾	+ 13¾
67¼	37¼	....	U. S. Rubber	13,200	49¼	47½	49¾	+ 2¼
111¾	83¾	6	do 1st pf	300	95	93¾	94¾	+ 1¼
58⅜	36	4	White Motors	3,600	37⅞	37¼	37½	....
24¾	16	....	Willys-Overland	8,000	17¾	17¼	17⅜	— ¼
81	70¾	5	Yale & Towne	400	82	82	82	....
34¾	25	....	Yellow Truck & Coach	15,300	33¾	33	33⅛	....

NEW YORK CURB MARKET

Sales		High	Low	Last	Net Chge.
100	Auburn Aut.	104	104	104	....
9500	Bohn Alum.	22⅞	20⅞	22⅞	+ 1½
500	C. G. Spring	9¾	9¾	9¾	— ¼
1000	Durant Mot.	9⅞	9⅛	9⅞	+ ⅜
800	Fageol Mot.	3⅞	3¾	3⅞	— ⅛
100	Firestone	145	140	145	....
20	do 6s pf.	105	105	105	....
210	Ford Canad	560	550	555	....
16800	Goodyear	56⅞	55	56½	+ 1¼
6500	Johns-Manv.	89	87½	88⅛	+ 1⅜
700	Reo Motor	21⅛	21	21	— ½
100	Rolls R. pf.	88	88	88	—2
18100	Servel C. D.	2	1½	1¾	— ¼
500	Seiberling R.	33½	32¾	32¾	— ¼
100	Stutz Motor	13½	13½	13½	+ ¼
300	Timken D. A	12⅛	12	12	— ½
500	U. S. L. Bat.	39½	39	39½	+ ¾
1390	Yel. Taxi NY	14½	14½	14½	....

CHICAGO

Sales		High	Low	Last
875	Auburn Auto	104	102½	102½
1080	Bendix Corp	64¾	64¼	64¼
1250	Borg & Beck	65	64½	64¾
20	McQuay Norris	17½	17½	17½
50	Reo Motors	21⅜	21⅜	21⅜
350	Stewart-Warner	64½	63	64½
25	Studebaker Mail	9	9	9
50	Wahl	14¼	14¼	14¼
326	Williams Oilomatic	9¼	9	9
50	Yellow Truck B	33½	33½	33½
130	Yellow Taxi	39	38¾	38⅞

DETROIT

5175	Bohn Alum	22¼	20⅝	22¼
200	C. G. Spring	9¾	9¾	9¾
16	Detroit Edison	148½	148½	148½
305	Ford of Canada	564	552	557
975	Hall Lamp	8⅞	8½	8½
125	Motor Wheel	26	26	26
5671	Packard Motor	37¼	35⅝	37
586	Reo Motor	21¼	21	21¼
560	Timken Axle	12	11⅞	11⅞

CLEVELAND

	Bid	Asked
Firestone	138	142
do 6s pf	105	107
do 7s pf	101	....
Miller Rubber pf	99¼	100½
Seiberling Rubber	32	33
Stearn	5	6

(The above tables show Tuesday's automotive stock movements, completa.)

Rubber Prices

New York, Aug. 3.—Rubber was more active yesterday on the local exchanges following the three-day lay-off in foreign markets, with the turn-over on the exchange amounting to 243 lots of 607½ tons as against 87½ tons on the previous day.

London was steady with the local markets oddly enough showing slight declines. Then to even matter the local prices recovered as the London markets slumped ¼d to ¼d.

Local operators were sellers on the London stock report showing an increase of over 800 tons to 63,626 tons. Recessions of from 20 to 40 points followed, although sentiment was divided owing to steadiness of London at 17d. Rallies occurred in some of the active months following the noon recess, but they lacked sufficient steam to completely wipe out the earlier losses and the market wound up unchanged to 20 points net lower. A feature was the switching over from October to December at a premium of 30 points.

These events found no reflection outside and dealers maintained the standard grades at the unchanged level of 35¼c., reporting a very poor interest on part of manufacturers. The bulk of business outside yesterday with factories was probably done by one leading operator, according to brokers. The Paras were notably steady and in good call. Upriver fine was marked up 1c. to 31c. and coarse ¼c. to 20c.

Meanwhile manufacturers are going ahead with expansion plans. A dispatch from Los Angeles said the Firestone Tire and Rubber Company had acquired a forty-acre tract of land in that city for $320,000, upon which it will erect a modern tire manufacturing unit to cost in the neighborhood of $7,000,000. The B. F. Goodrich Company has already begun construction of a $4,000,000 plant in Los Angeles, opening January 1.

RUBBER EXCHANGE OF NEW YORK

	High	Low	Close	Prev. close
August	34.80	34.80	*34.70	34.90
September	34.90	34.90	*34.80	35.00
October	35.00	34.80	34.90	35.10
December	35.40	35.00	35.10	35.30
January	35.60	35.20	*35.30	35.40
March	35.80	35.40	35.60	35.70
May	36.20	35.90	36.00	36.00
July	36.50	36.10	36.10	36.30

Other months closed: November, †35.00; February, †35.50; April, †35.80; June, †36.00. Spot price, †34.80.

*Bid. †Nominal.

OUTSIDE CLOSING PRICES

(Per pound, delivered, New York.)

Plantations—	Bid	Asked
Ribbed smoked sheets, spot	35⅛	36¼
August	35⅛	35¼
September	35⅛	35¼
October-December	35⅛	35½
January-March	35⅝	36
First latex crepe	34⅞	35¼
Clean thin brown crepe	31½	32
Specky brown crepe	..	31½
Rolled brown crepe	28	28¼
No. 2 amber	..	32¼
No. 3 amber	31½	31¾
No. 4 amber	..	31¼
Paras—		
Up-river, fine, spot	30½	31
do coarse	19½	20
Accra, fine	31	31½
Caucho ball—Upper	20	20½
Island, fine	..	*24
Centrals—		
Esmeralda	19½	20
Central scrap	19½	20
Mexican scrap	..	*17
Guayule, washed and dried	..	28
Balata—Block Ciudad	34½	35
Panama	31½	32
Surinam sheet	56	57
Amazon, upper	39½	40
Amazon, lower	22½	23

SCRAP RUBBER

(Dealers' buying prices, per pound, f. o. b., New York.)

Boots and shoes, black	1.15a1.25
Arctics	.50a .75
Inner tubes, mixed	4.00a4.25
Inner tubes, No. 1	6.00a6.25
Inner tubes, No. 2	4.00a4.25
Inner tubes, red	5.25a5.50
Mixed hose, soft	.50a .60
Tires, standard, black	1.10a1.20
Tires, standard, black	.75a .85
Tires, standard, mixed	.75a .85
Tires, white, mixed	2.00a2.15

*Nominal.

MARLIN-ROCKWELL NET FOR 6 MONTHS $625,049

New York, Aug. 3.—The Marlin-Rockwell Corporation and subsidiaries report for the quarter ended June 30, 1927, net profit of $252,797 after expenses and Federal taxes, equivalent to 73 cents a share earned on 343,761 shares of no par stock. This compares with $1.08 a share in the preceding quarter.

Net profit for the first six months of 1927 totaled $625,049 after above charges, equal to $1.81 a share on 343,761 shares, against $692,479, or $1,95 a share, on 331,685 shares, after preferred dividends in first half of previous year.

Mack Truck Earns $3,677,740 in First 6 Months of 1927

New York, Aug. 3.—Mack Trucks, Inc., for the quarter ended June 30, 1927, reports a net profit of $2,218,435 after depreciation, charges and Federal taxes, equivalent after allowing for dividend requirements on 7 per cent. first and second preferred stocks to $2.71 a share earned on 713,434 shares of no par common stock.

This compares with $1,459,304, or $1.65 a share, in preceding quarter, and $3,025,799, or $4.48 a share, on 611,515 common shares outstanding in second quarter of 1926.

Net profit for first half of 1927 totaled $3,677,740, after above charges, equal to $4.36 a share on 713,434 common shares, against $5,341,328, or $7.80 a share, on 611,515 common shares in first half of previous year.

The company states that prospects for the last half year are that the estimates of shipments and earnings for that period will be realized. The bus business is improving and the gas-electric rail car is ready for production.

Walter E. Reid has been elected a director of Mack Trucks, Inc. He is one of the largest individual stockholders in the company.

CHANDLER REPORTS NET PROFIT OF $411,603

New York, Aug. 3.—Chandler-Cleveland Motors Corporation reports for the quarter ended June 30, 1927, a net profit of $411,603 after depreciation, Federal taxes, etc., equivalent after allowing for dividend requirements on $4 preferred stock to 22 cents a share earned on 280,000 no-par shares of common stock. This compares with a profit of $263,403 before Federal taxes in the previous quarter.

Gross shipments for July were 70 per cent. greater than shipments for the same month last year, it is reported.

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